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THIRD

SEMI-ANNUAL REPORT

OF THE

KANAWHA BOARD,

TO THE

BOARD OF PUBLIC WORKS.

CHARLESTON:
HENRY S. WALKER, PUBLIC PRINTER.

1873.

OFFICERS.

PRESIDENT,

WILLIAM F. GOSHORN.

DIRECTORS,

DR. JOHN PARKS,
CHARLES HEDRICK, ESQ.
COL. A. B. JONES,
JOHN L. CHARLES, ESQ.

COLLECTORS,

C. P. SNYDER, FOR THE PORT OF CHARLESTON.
J. P. R. B. SMITH, FOR THE PORT OF POINT PLEASANT.

TREASURER,

C. D. REYNOLDS.

SECRETARY,

J. D. BAINES.

REPORT OF BOARD DIRECTORS.

The Board of Directors of the Kanawha Improvement have the honor to submit to the Board of Public Works, their third semi-annual summary of receipts and disbursements, and of the operation of the Board, extending from the first April, 1872, to the first October, 1872, said report being made pursuant to the provisions of the seventh section of an Act of the Legislature, passed March 3, 1869.

They refer to the reports of the Secretary, Treasurer, Collector and Superintendent of the Dredge Boats, which will give more detailed and specific information as their operations since the first day of April, 1872, and the present financial condition of the Improvement.

RECEIPTS.

Gross amount paid C. D. Reynolds, Treasurer, from first April, 1872, to first October, 1872... $7630 73

It is deemed proper to say that the tolls upon the river have been very greatly diminished, on account of the continued, unusual and exceedingly low stage of the water, which has prevailed in both the Kanawha and Ohio rivers during the fall and summer, as was the case in the fall and summer of the year 1871; and also still further from the fact that the Chesapeake & Ohio Railroad, having been completed to the Falls of the Kanawha river, most of the freights coming from below Point Pleasant, especially the lighter freights, are transported by said road.

EXPENDITURES.

Total expenditures for conducting the operations of the Improvement, from first April, 1872, to first October, 1872, including cost of new dredge boat, &c., amount to..... $7668 00

DEBT OF THE IMPROVEMENT.

The debt of the improvement remains about the same as at the date of the first semi-annual report of the Board, made November first, 1871, and is as follows:

Ten bonds, of the old issue, negotiated to the Kanawha & Ohio River Coal Company, of the denomination of $500 each	$ 5000
Two bonds of $500 each, negotiated to Union Oil and Coal Company	1000
One bond of $500, new issue, issued by former board to John S. Cunningham	500
Twenty bonds of $500 each, new issue, issued by present board to W. G. Robinson	10,000
Due upon open accounts about	500
Total indebtedness	$17,000

The Board has still heard nothing of the missing bonds of the old issue, referred to in the reports of former boards.

CREDITS.

The Treasurer reports renewed drafts of the Kanawha & Ohio Coal Company, amounting to	$1,697 10
Due from Union Oil & Coal Company, (still in suit,)	1,374 00
Due from Kanawha & Ohio Coal Company, (still in suit,)	2,945 25
Due from Steamers Charleston and Charley Bowen, (jointly,)	207 83
Total	$6,224 18

The Collector of the Port of Point Pleasant has still failed to make a report to the Board; the Board is therefore unable to give the amount of dues at that point.

OTHER PROPERTY OF THE BOARD.

The property of the Improvements consist of two dredge boats, which with their machinery and equipments, are now estimated at the value of	$15000 00
Two small boats	400 00
One dump boat	100 00
One Skiff, (new,)	20 60
Patterns at Foundry (valued by former board at)	500 00
Franchise	100000 00
Total	$116020 00

RECAPITULATION.

THE KANAWHA BOARD,	DR.
To mortgaged debt	$16,500 00
To floating debt	500 00
Total	$17,000 00

THE KANAWHA BOARD,	CR.
By amount of tolls uncollected	$6,224 18
By other property	16,020 00
By franchise	100,000 00
Total	$122,244 18

IMPROVEMENT OF THE NAVIGATION.

The Dredge Boats commenced work on the Kanawha river on the 18th June, 1872, beginning at Elk Chute, which they widened fifteen feet, having first dredged a foundation for the Keystone Bridge, now

being erected over Elk river, near the mouth of said river. From Elk Chute, they went on July 27 to "Two Mile," at which place they widened the channel some twenty-five feet, and removed obstructions at the foot of the chute. From Two Mile, they went to "Island," where they widened the channel about twenty-five feet, and trimmed the timber over-hanging the foot of the chute. A rise in the river prevented further operations until the 28th August, when the boats went to "Scary Creek." After working at that point a few days, an accident happened to the crane of one of the Dredges, which stopped operations for some time. After making two fills at Scary, the boats proceeded to Tackett, arriving there the third September; they widened Tackett, about twenty-five feet, and threw up a wing-dam at the head of the chute. They left Tackett shoals on the 17th September, and on the 18th commenced work at Raymond city, dredging a harbor or landing, for the Raymond City Coal Company, at which point the boats are engaged at work up to the date of this report.

BUOYS AND RING BOLTS.

A number of buoys and ring bolts have been placed in the river during the season. The expenditures for the same were:

For the buoys	$33 32
Pay roll of parties placing them	184 00
Supplies for parties placing them	19 90
Total	$237 22

REMARKS.

From the foregoing statement, and from the reports of the various officers of the Board, it will be seen that, notwithstanding the very large diminution in the receipts of tolls arising from the causes heretofore stated, a new dredge boat has been built at a total expenditure of $2,646.37. A large amount of work has been done upon the river, whilst the indebtedness of the Board remains about the same as at the date of their report of November 1, 1871, and there now remains to the credit of the Board, as per Treasurer's report of October 1, 1872, the sum of $1,667 27. As before stated, the dredge boats have been employed since the 18th of September, in dredging a harbor or landing for the Raymond City Coal Company, the said company having agreed to pay the Board the sum of thirty dollars per day for the use of said two boats, and all the expenses of operating the same; the Board deeming it its duty to facilitate and encourage as far as possible, the mining and manufacturing companies operating in the Valley, being satisfied that the success of the improvement depends in a very great measure, upon the coal, salt, iron and other minerals, to be

shipped upon the river; a very large proportion of the tolls now being received, being derived from those sources, and so long as the use of said boats by said companies, does not interfere with the legitimate improvement of the river, and the Board considers it proper and expedient to furnish the same to them at a just and reasonable compensation.

The Board have had a number of extra hands engaged for some two weeks in removing a portion of the right hand wall of Elk chute and in building up the left hand wall; when finished heavily laden boats and barges can pass down over the right hand wall at a reasonably high stage of water without danger or obstruction. The commission heretofore paid collectors on tolls have been seven per cent, but that per centage being considered by the Board hardly sufficient to pay Collector Smith at Pt. Plesant for collecting the small amount of tolls receivable at that place, they have agreed to and now allow him seven per cent on coal and ten per cent on all other collections; Collector Snyder's commissions remain at seven per cent as heretofore.

In closing this report the Board again wishes to bear testimony to the fidelity and energy of the officers and employees of the Improvement.

THE KANAWHA BOARD,
By WM. F. GOSHORN,
President.

Office of the Kanawha Board, Charleston, West Virginia, Oct. 1, 1872.

SECRETARY'S REPORT.

FROM APRIL 1, 1872, TO OCTOBER 1, 1872.

RECEIPTS.

Total tolls collected by Snyder	$5485 22
Total tolls collected by Smith	2277 77
Work done by dredges for private parties	37 00
Work done by Black-smith of dredge for private parties	58 20
Proceeds sale iron chisel	83 60
Total receipts	$7941 79

EXPENDITURES.

Pay rolls	$1962 52
Supplies	535 15
Repairs	882 04
Construction	1550 00
Equipment	296 25
Coal	67 50
Boarding employees	257 50
Interest (coupons on bonds)	725 00
Freights and towing	13 60
Salaries, per diem, legal and other fees	833 00
Commissions on tolls collected	544 56
Contingencies	21 50
Total expenditures	$7688 62
Excess of receipts	$253 17

CASH BALANCE.

Cash in hands of treasurer at date of last report	$1490 90	
Less overpayment by Smith, collector, since notified	09	$1490 81
Cash in hands of Baines at date of last report (contingent fund)		5 01
Total		$1495 82
Present balance in hands of treasurer	$1667 28	
Present balance in hands of Baines	1 01	
Present balance in hands of collector Smith	80 79	1748 98
Excess of present cash balance over cash balance April 1, 1872		$253 17

The amount of the above excess of cash corresponds, as it should, with the excess of receipts.

NEW DREDGE BOAT.

Part of the expense of construction of the new dredge was reported in last report to the amount of $255 00

Add for "Construction" item in "Expenditure" above	1556 0
Material and labor in putting up the new Dredge, included in item "Supplies" and "Pay-Rolls"	846 37
Total cost of new Dredge	$2546 3

BUOYS.

Buoys, included in expense item "Repairs," cost	$ 33 32
Pay-roll of party placing them	184 00
Supplies for party placing them	19 90
Total cost of placing buoys in the river	$237 2

BONDS.

The bonded debt of the Board continues the same as at date of last Report, viz:

10 Bonds of old issue, ($500 each,) negotiated to the Kanawha and Ohio Coal Company...	$5000 00
2 Bonds of same issue and denomination, negotiated to the Union Coal and Oil Company..	1000 00
20 Bonds of new issue, ($500 each,) negotiated to W. G. Robinson, of New York	10000 00
1 Bond of new issue, negotiated to J. S. Cunningham	500 00
Total Bonded debt	$16500 00

The Union Coal and Oil Company being in bankruptcy, the above two bonds negotiated to them, were, by the assignee, considered as offset to an old claim of the Board against said Company. Dividends were declared upon that basis, of which the Board received its due proportion. Consequently, the bonds amounting to one thousand dollars, are regarded as cancelled, although the Board has not yet been able to get possession of them the holder of them does not present their coupons.

BILLS RECEIVABLE.

In my last Report certain drafts drawn by the Kanawha and Ohio Coal Company, in favor of the Board, were reported.

Said drafts having matured and being unpaid, have been, with interest added, renewed in four drafts as follows:

First due October 4, 1872, for	$421 80
Second, due October 20, 1872, for	423 75
Third, due November 2, 1872, for	425 14
Fourth, due November 13, 1872, for	426 41
Total	$1697 10

FLOATING DEBT.

The floating debt of the Board I estimate to be about $500.00.

Respectfully submitted,

J. D. BAINES,

Secretary Kanawha Board.

To W. F. GOSHORN,

President Kanawha Board.

Semi-annual report of C. D. Reynolds, Treasurer of the Kanawha River Board, from the first April, 1872, to the first October, 1872.

DR. CR.

1872			1872		
April 1.	Amount on hand	$1490 89	April 30..	Amount paid out.	$487 63
April 17..	Amount received	109 00	May 31..	Amount paid out	1193 54
April 17	Amount received	1040 49	June 30	Amount paid out	1424 93
May 3	Amount received	83 00	July 31	Amount paid out	2071 84
May 20	Amount received	543 0.	August 31	Amount paid out	1309 03
May 21	Amount received	1820 52	September 30	Amount paid out	765 13
June 8.	Amount received	965 4(	September 30	Amount paid out	202 25
June 18..	Amount received	25 33	October 1..	Amount to balance	1667 27
June 18...	Amount received	517 64			
August 20	Amount received	1942 85			
August 20	Amount received	382 07			
September 30	Amount, October 7 included	200 72			
		$9121 62			$9121 62
October 1	Amount on hand	$1667 27			

All of which is respectfully submitted,

C. D. REYNOLDS,
Treasurer.

Semi-Annual Report of the Collector of Tolls at the Port of Charleston, W. Va., rendered October 1, 1872.

Dr.		Cr.	
Amount collected, as per report rendered April 16, 1872	$1040 49	By check to C. D. Reynolds, Treasurer, April 16, 1872	$1040 49
Amount collected, as per report rendered May 21, 1872	1820 52	By check to C. D. Reynolds, Treasurer, May 21, 1872	1820 52
Amount collected, as per report rendered June 18, 1872	517 64	By check to C. D. Reynolds, Treasurer, June 18, 1872	517 61
Amount collected, as per report rendered July 16, 1872	227 51	By check to C. D. Reynolds, Treasurer, August 20, 1872	227 51
Amount collected, as per report rendered August 20, 1872	1715 34	By check to C. D. Reynolds, Treasurer, August 20, 1872	1715 34
Amount collected, as per report rendered September 30, 1872	200 72	By check to C. D. Reynolds, Treasurer, September 30, 1872	200 72
	$5522 22		$5522 22

Of the above amount reported in the month of May, $87 was collected for rent of boats.

Respectfully submitted,

C. P. Snyder, *Collector.*

REPORT OF SUPERINTENDENT OF DREDGES.

To the President and Directors of the Kanawha Board:

GENTLEMEN :—I would respectfully report that I began work this season by dredging a foundation for the Keystone Bridge over Elk river, working only the new dredge boat. We commenced work on the Kanawha river on the 18th of June, beginning at Elk chute, which we widened about fifteen feet, and made a wing wall at the head of the chute. We also altered and built up the left-hand wall.

On July the 27th, we left for "Two Mile," at which point we widened the channel about twenty-five feet, and removed obstructions at foot of chute.

Leaving "Two Mile" August 9th, we dropped down to "Island." We widened the channel here about twenty-five feet and trimmed the over-hanging timber at the foot.

On sixteenth of July there was a rise in the river of fourteen feet. It commenced falling on the seventeenth.

On twenty-eighth we left for "Scary Creek." After working there a few days, the crane of one of the dredges fell; this accident stopped the work some time. We finished at "Scary" second September, making at that point two fills.

Leaving "Scary," we proceeeed to "Tackett," arriving there third September. We widened "Tacket" about twenty-five feet, and threw up a wing at the head of the chute.

We left "Tackett Shoals" seventeenth of September, and on the eighteenth commenced work at Raymond City, dredging a harbor for the Raymond Coal Company; at which point I am still working at date of this report.

Respectfully submitted,

J. M GARDNER.